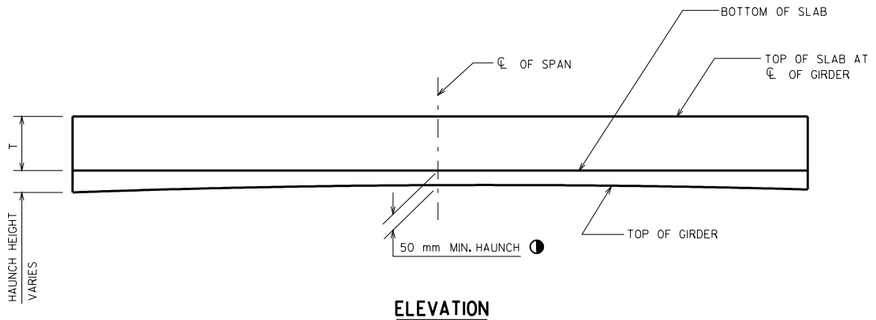
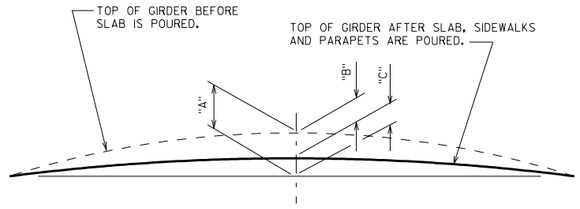


ELEVATION



CAMBER & DEFLECTION DIAGRAM

* "A" = PRESTRESS CAMBER

* "B" = DEAD LOAD DEFLECTION

* "C" = RESIDUAL CAMBER

* ROUND OFF TO NEAREST 5 mm

DESIGNER NOTES

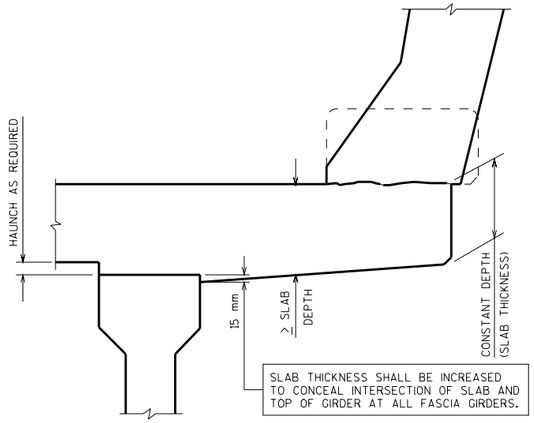
◑ PRESENT PRACTICE IS TO USE A MINIMUM "HAUNCH HEIGHT" OF 50 mm FOR DESIGN CALCULATIONS AND AN AVERAGE "HAUNCH HEIGHT" OF 60 mm FOR COMPUTING THE HAUNCH CONCRETE QUANTITY.

THE ACTUAL HAUNCH HEIGHTS UTILIZED SHALL BE BASED ON FIELD ELEVATIONS & DEAD LOAD DEFLECTION DATA. "PRESTRESS CAMBER" & "RESIDUAL CAMBER", WHICH ARE TIME DEPENDENT VARIABLES, SHALL NOT BE SHOWN ON THE PLANS. DEAD LOAD DEFLECTION AT THE 1/4 POINTS SHALL BE SHOWN ON THE PLANS.

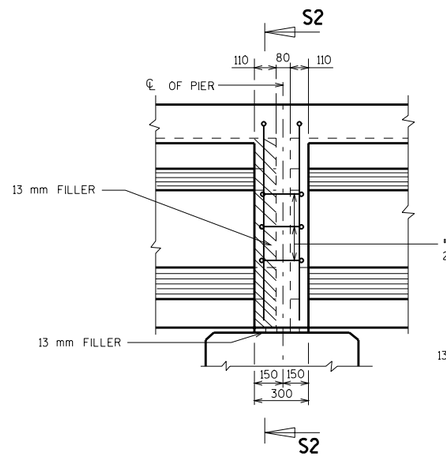
"INTERMEDIATE CONCRETE DIAPHRAGMS" SHALL BE USED ONLY WHEN THE USE OF STEEL DIAPHRAGMS IS NOT FEASIBLE BECAUSE OF UTILITIES OR FOR OTHER SPECIAL SITUATIONS. ONLY ONE TYPE OF INTERMEDIATE DIAPHRAGM SHALL BE SHOWN ON THE PLANS. THE USE OF BOTH INTERMEDIATE CONCRETE & STEEL DIAPHRAGMS ON THE SAME BRIDGE IS NOT ALLOWED.

THE USE OF PILASTERS SHALL BE OPTIONAL.

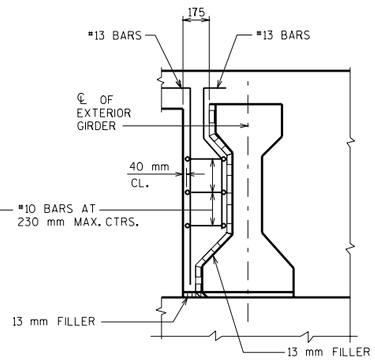
ALL DIMENSIONS ARE IN MILLIMETERS.



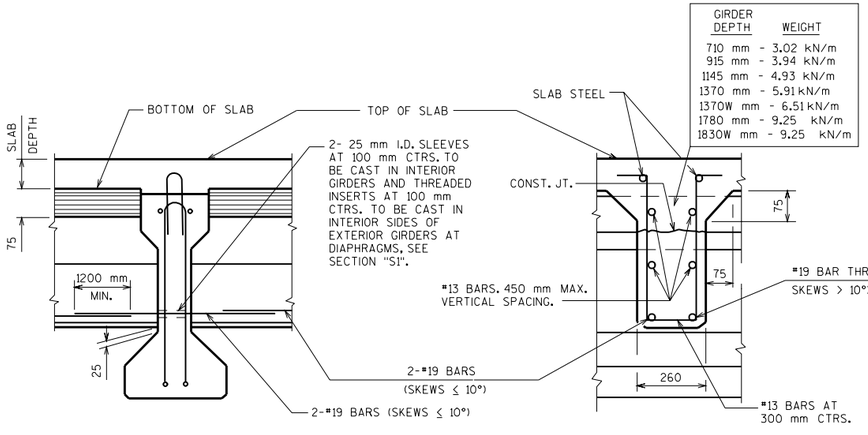
SECTION AT EXTERIOR GIRDER



PILASTER DETAIL AT PIERS



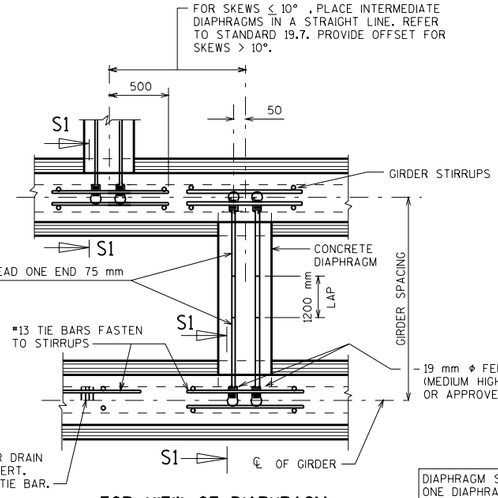
SECTION S2



ELEVATION OF DIAPHRAGM

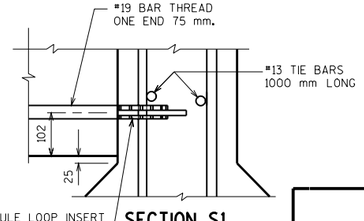
SECTION THRU DIAPHRAGM

GIRDER DEPTH	WEIGHT
710 mm	3.02 kN/m
915 mm	3.94 kN/m
1145 mm	4.93 kN/m
1370 mm	5.91 kN/m
1370W mm	6.51 kN/m
1780 mm	9.25 kN/m
1830W mm	9.25 kN/m



TOP VIEW OF DIAPHRAGM

SKEW ANGLES > 10°



SECTION S1

DIAPHRAGM SPACING: FOR SPANS ≤ 24000 mm PLACE ONE DIAPHRAGM AT MID-LENGTH OF GIRDER. FOR SPANS OVER 24000 mm PLACE AT 1/3 AND 2/3 POINTS.

INTERMEDIATE CONCRETE DIAPHRAGM DETAILS

PRETENSIONED GIRDER DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: _____ DATE: 1/03

METRIC STANDARD 19.6